Public consultation regarding the recognition and modernisation of professional qualifications in inland navigation

IDENTIFICATION OF THE STAKEHOLDER	
I speak on behalf of -single choice reply-(compulsory)	A private organisation, professional association or a public authority
Can you please identify which organisation or association you represent? -open reply-(compulsory)	Ministerie van Infrastructuur en Milieu in Nederland
Please indicate if your organisation is registered in the Transparency Register of the European Commission **http://europa.eu/transparency-register/index_en.htm** -single choice reply-(compulsory)	Yes
Please enter your registration number in the Transparency Register. -open reply-(optional)	
Your job title -open reply-(optional)	
Your name and first name -open reply-(optional)	
Please indicate your country of origin -open reply-(compulsory)	Nederland
Please indicate your contact email address -open reply-(compulsory)	
Please indicate your telephone number -open reply-(optional)	
Do you consent to the publication of your response by the European Commission? -single choice reply-(compulsory)	Yes
Please define which of the following categories best describes your activity or the one of your members -single choice reply-(compulsory)	Member State representative (Ministry)
Please define the size of the company or organisation you work for -single choice reply-(compulsory)	Not applicable
What type of transport are you involved in? -single choice reply-(compulsory)	Not applicable
What type of vessel would you normally operate? -single choice reply-(compulsory)	Not applicable
In case you would like to focus your responses on a specific geographical range(s) for which you have experience, please indicate this here. Multiple answers are possible. For the remainder of the questionnaire, please don't	

hesitate to provide comments specific to certain rivers/Member States in the free text boxes below the questions. -multiple choices reply-(optional)	

Problems to be addressed

"There are too many different national or transnational rules and regulations in the field of inland navigation related to the establishment of professional qualifications necessary to work in a certain region or on a certain river." To what extent do you think the defined problem related to labour mobility is important? -single choice reply-(compulsory)	Very important
"Different national or transnational rules and regulations related to professional qualifications may negatively affect the safety levels in inland navigation." To what extent do you think the defined problem related to safety is important? -single choice reply-(compulsory)	Very important

In case there are other problem(s) you feel the Europen Commission should consider regarding professional qualifications in inland navigation, please mention it below, indicating the importance. Please also feel free to provide additional comments on the issues raised above. -open reply-(optional)

Difficulties due to different requirements for professional qualifications of workers **within the inland navigation sector** (requirements for experience, exam programmes, physical and mental fitness) -single choice reply-(compulsory)	5 (very much)
Difficulties with recognition of relevant professional qualifications of workers from **outside the sector** (such as the maritime or fishing sector) -single choice reply-(compulsory)	5 (very much)
Local Knowledge Requirements (LKRs) may prevent boatmasters to operate on a certain stretch (relevant for boatmasters only) -single choice reply-(optional)	5 (very much)
Difficulties with the recognition by national authorities in the Member States of **Service Record Books**(SRBs) or of the information contained in the SRB's. -single choice reply-(compulsory)	5 (very much)
Language problems, prevent crew members of a different nationality to perform duties on vessels sailing on the EU inland waterways -single choice reply-(compulsory)	3

In case other aspects contributing to the problem of restricted labour mobility in inland navigation should be considered by the European Commission, please mention it below, indicating the importance. Please also feel free to provide additional

comments on the issues raised above. -open reply-(optional)

2.4.5: Taal is wel belangrijk voor de veiligheid.

The standards for professional training in inland navigation which are set at national level have not kept up with **technological development** -single choice reply-(compulsory)	3
Language problems, caused by crew members of different nationalities**,** resulting in communication problems -single choice reply-(compulsory)	5 (Very much)

In case there are other aspects contributing to the problem of safety in inland navigation you feel the European Commission should consider, please mention it below, indicating the importance. Please also feel free to provide additional comments on the issues raised above. -open reply-(optional)

2.6.1: Technologische ontwikkelingen in de opleidingen lopen niet achter. Wel achter loopt de bijscholing van de bestaande bemanning, bijvoorbeeld voor wat betreft het onderwijs in taal. In bijscholing is niet voorzien, en die is wel essentieel voor de veiligheid. In de binnenvaart zou het principe van "life long learning" moeten worden ingevoerd.

Assessment of policy objectives

Eliminate barriers to labour mobility -single choice reply-(compulsory)	Very important
Improve safety in the IWT sector by addressing the human factor -single choice reply-(compulsory)	Very important

In case there are other objective(s) to be achieved, please mention it below, indicating the importance. Please also feel free to provide additional comments on the issues raised above. -open reply-(optional)

Belangrijk als beleidsdoel is ook: Toetreding tot beroepen aan boord laagdrempeliger maken (o.a. verminderen benodigde vaartijd, met verhoging van de kwaliteit). Dit is van belang voor het verhogen van het imago van de binnenvaart en het bevorderen van de instroom van personeel, met inachtneming van de veiligheid.

To what extent do you think the following objective related to improved safety is important to be achieved: bring training standards in line with new technological development -single choice reply-(compulsory)	Important

In case there are other operational objective(s) to be achieved, please mention it below, indicating the importance. Please also feel free to provide additional comments on the issues raised above. -open reply-(optional)

Assessment of policy measures

Extending the CCNR initiated process of mutual recognition of boatmaster certificates by establishing a mechanism for mutual recognition of professional qualifications in Service Record Books *In the current mutual recognition process the Service Record Books are in principle accepted as a proof of physical and mental fitness and sailing time. This policy measure would require professional qualifications referred to in Service Record Books to be recognised by all Member States.* -single choice reply-(compulsory)	2

Mandatory harmonised requirements for age and physical and mental fitness for all crew members *Currently the requirements for physical and mental fitness are not harmonised in the EU. This policy measure would introduce a common set of mandatory requirements in relation to minimum age and health for all crew members, commonly applicable in all EU Member States.* -single choice reply-(compulsory)	5 (very much)
Harmonisation of definitions of certain professional qualifications in inland navigation and mandatory harmonised requirements for these qualifications *Currently the definition of qualifications in the inland navigation sector varies between Member States/Regions. This policy measure would introduce a common identification of certain qualifications in inland navigation (e.g. for boatman, helmsman) as well as EU harmonised mandatory requirements for these qualifications such as minimum experience or exams.* -single choice reply-(compulsory)	5 (very much)
Harmonised EU minimum training standards for professional qualifications in inland navigation *Currently the training requirements in the inland navigation sector vary between Member States/Regions. This policy measure would extend policy measure 3 by introducing minimum EU training standards for certain professional qualifications in inland navigation.* -single choice reply-(compulsory)	5 (very much)
Introducing at EU level of a central register for EU boatmaster certificates *The policy measure would establish a legal basis for introducing a central register for EU boatmaster certificates to enable monitoring of all certificates issued and to verify the validity of the certificates.* -single choice reply-(compulsory)	5 (very much)
Introducing voluntary measures from the inland navigation sector towards lowering labour mobility obstacles *These measures are developed within the inland navigation sector without formal regulation. For example by introducing a quality system for inland navigation schools to increase quality of the curricula and the teaching. standards for training in inland*	2

navigation could be introduced on a voluntary basis. -single choice reply-(compulsory)	

Please, use this space to provide additional measures or further information on any specific policy measure you think would be appropriate for tackling the problem of difficulties with labour mobility due to different requirements for professional qualifications of workers within the inland navigation sector. -open reply-(optional)

4.1.1 Is voor de CCR landen "aan de rand van wat handig is". Voor alle EU landen is dit een ingewikkeld proces. 4.1.6 Als "aanvulling op" zijn vrijwillige maatregelen in orde, maar niet "in plaats van".

Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience *Currently different conditions for allowing workers from outside the sector to work in inland navigation are set at national level. This policy measure would allow candidates with relevant experience acquired in the maritime sector to enter inland navigation professions more easily and in accordance with common rules. This without losing their competence for maritime sailing.* -single choice reply-(compulsory)	5 (very much)

Please, use this space to provide additional measures or further information on any specific policy measure you think would be appropriate to deal with the problem of difficulties with labour mobility due to different requirements for professional qualifications of workers from **outside the sector** (such as the maritime sector). -open reply-(optional)

Invoeren van praktijkexamens voor schipper en matroos, waarbij begeleid door ter zake deskundigen aan boord, vaartijd wordt opgebouwd tijdens het praktijkexamentraject (schipper: 1 jaar begeleide vaartijd, matroos: 60 dagen begeleide vaartijd). Nederland heeft dergelijke praktijkexamens in 2012 voor schipper, en in 2013 voor matroos in het leven geroepen, en bouwt daar nu ervaring mee op.

Mandatory common criteria for establishing LKRs and maritime waters in the EU *Currently LKR and maritime waters are set at national level in accordance with national or regional criteria. This policy measure would introduce mandatory common criteria for establishing LKRs on EU river sections.* -single choice reply-(optional)	5 (very much)
Harmonisation of competency/examination requirements for LKR and maritime waters *Currently competency/examination requirements for LKR are set at national level in accordance with national criteria. This policy measure would introduce common criteria for setting competency requirements/examination standards for obtaining LKR certificates in the EU. It would also set harmonised examination standards for maritime waters.* *Moreover, theoretical exams relating to LKR could be taken also in other Member States than those in which LKRs are applicable. This would allow taking for*	5 (very much)

instance in one Member State (one stop shop) all theoretical exams relating to all the LKRs of one river crossing several Member States. -single choice reply- (optional)	
Non-binding recommendations regarding criteria for establishing LKRs and maritime waters in the EU *As defined under policy measure 8 but introduced through non-binding recommendations.* -single choice reply- (optional)	Not appropriate
Non-binding recommendations regarding criteria for examination requirements for LKR and maritime waters *As defined under policy measure 9 but introduced by non-binding recommendations and without one stop shops.* -single choice reply-(optional)	Not appropriate

Please, use this space to provide additional measures or further information on any specific policy measure you think would be appropriate to deal with the problem of Local Knowledge Requirements (LKRs) potentially preventing boatmasters to operate on a certain stretch -open reply-(optional)

Het is belangrijk de betreffende riviergedeelten ook een aantal malen daadwerkelijk bevaren te hebben.

Introduce a mandatory electronic SRB (e-SRB) and a central register for e-SRB *This policy measure aims at introducing a mandatory electronic SRB in order to establish a tool for documenting qualifications of crews in inland navigation. All issued e-SRBs would be accessible through an access-protected central register. This would allow keeping track of all e-SRBs in circulation and to verify their validity.* -single choice reply-(optional)	5 (very much)

Please, use this space to provide additional measures or further information on any specific policy measure you think would be appropriate to deal with the problem related to the difficulty of extracting reliable information from Service Record Books (SRBs) needed for workers to prove their professional qualifications in order to allow operating in another country or other river basin. -open reply-(optional)

Er zou ook in stappen naar een elektronisch dienstboekje kunnen worden toegewerkt. Een eerste stap zou kunnen zijnalle dienstboekjes in een centraal register te registreren. Om fraude te voorkomen zou een manier moeten worden gevonden om het dienstboekje nog meer te personaliseren. Wanneer een elektronisch dienstboekje wordt ingevoerd, zou dat samen moeten gaan met de introductie van een lektronisch vaartijdenboek. Beiden zouden in een Centraal EU register kunnen worden opgenomen, waardoor onderlinge vergelijking ervan mogelijk wordt. Beide documenten zouden daar digitaal moeten kunnen worden bijgewerkt. Het is technisch mogelijk dat door het digitaal invullen van het vaartijdenboek, de elektronische dienstboekjes van de aan boord aanwezige bemanningsleden automatisch worden ingevuld, zonder dat dus de schipper dit hoeft te doen. Door vaartijd verkregen functies zouden zo automatisch kunnen worden gegenereerd, hetgeen voor schipper, bemanning, en bevoegde autoriteiten veel minder tijd kost dan nu. Zelfs het jaarlijks valideren van de vaartijd zou hiermee kunnen komen te vervallen. Bovendien wordt zo verzekerd dat ieder bemanningslid maar over één dienstboekje kan beschikken, waardoor fraude met vaartijdenregistratie moeilijker wordt.

Harmonisation at EU level of minimum training standards for all professional qualifications in inland navigation	5 (very much)

As defined under policy measure 4, in this case aimed at training requirements that affect safety. -single choice reply-(optional)	
Introducing voluntary measures from the inland navigation sector towards improving safety *These measures are developed within the inland navigation sector without formal regulation. For example by introducing a quality system for inland navigation schools to increase quality of the curricula and the teaching. Standards for training in inland navigation could be introduced on a voluntary basis.* -single choice reply-(optional)	Not appropriate

Please, use this space to provide additional measures or further information on any specific policy measure you think would be appropriate to deal with the problem related to the fact that the standards for professional training in inland navigation have not kept up with technological development -open reply-(optional)

4.9.1 Dit zou wel moeten betekenen dat met name de eindtermen worden geharmoniseerd, en wat de bemanningsleden moeten kennen en kunnen, en dat er bovendien een valide methode is om dit te toetsen. De nadruk zou moeten worden gelegd bij het toetsen van de practische vaardigheden.

Additional issues to consider in relation to policy measures

Harmonising requirements – level of coverage

Policy measures 2 and 3 would introduce mandatory harmonised requirements for minimum age, physical and mental fitness and experience for crew members in all EU Member States. Please indicate for which crew members you consider that these policy measures would be most appropriate. -single choice reply-(compulsory)	Other crew members
Policy measure 4 would introduce harmonised EU minimum training standards for workers in the field of inland navigation in all EU Member States. Please indicate for which crew members you consider that this policy measure would be the most appropriate. -single choice reply-(compulsory)	Other crew members
Policy measure 7 would introduce a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience. Please indicate for which crew members you consider that this policy measure would be the most appropriate. -single choice reply-(compulsory)	Boatmaster and other crew members
Policy measure 12 would introduce a mandatory electronic Service Record Book (eSRB) and a central register for eSRB. Please indicate for which crew members you consider that this policy measure would be the most appropriate. -single choice reply-(compulsory)	Boatmaster and other crew members

Policy measure 13 would introduce harmonisation of minimum training standards **which affect safety** for workers in the field of inland navigation in all EU Member States. Please indicate for which crew members you consider that this policy measure would be the most appropriate. -single choice reply-(compulsory)	Boatmaster and other crew members

Differentiation of boatmasters certificates

To what extent do you think it is useful to define different specific requirements for boatmaster certificates with regard to: waterways of maritime character, operation of only small vessels on small waterways, and operation of large convoys? Such specific requirements could be the basis to introduce a modular certification system for boatmasters. *You may choose more than one option from the proposed list.* -multiple choices reply-(optional)	Yes, such a modular system should maintain the current specific (more stringent) requirements for boatmasters that operate on waterways of maritime character - Yes, such a modular system should introduce specific (more stringent) requirements for boatmasters that operate large convoys

Please elaborate your previous answer -open reply-(optional)

Voor waterwegen met een maritiem karakter heeft Nederland dit systeem al. Dit betreft groot vaarbewijs A. Dit vaarbewijs is inclusief de maritieme waterwegen.

Extension of certification to the highest rank of responsibility below boatmaster (boatman, helmsman, etc)

Amongst the crew members, only boatmasters are required to have a certificate. Do you think it is necessary to extend the requirement for certification also to the highest rank under the level of boatmaster? -single choice reply-(compulsory)	No, I think only the boatmaster should be required to have a certificate

Please elaborate your previous answer -open reply-(optional)

De in het dienstboekje vermelde kwalificatie is voldoende. Deze kwalificatie is bovendien, wanneer er op termijn sprake is van een elektronisch dienstboekje, toch ook tijd en plaats onafhankelijk te verifiëren. Invoering van een certificaat voor andere bemanningsleden dan de schipper, is daarmee overbodig. Het verschil tussen deze twee certificaten vervalt dan.

Mutual recognition of boatmasters certificates and Service Record Books

How do you assess the current system of mutual recognition of Service Record Books operated through bilateral agreements between the CCNR and a number of Non-Rhine EU Member States? -single choice reply-(compulsory)	The current system of mutual recognition of Service Record Books serves its purpose partially

Please elaborate your previous answer -open reply-(optional)

Het tellen van vaartijd geeft voortdurend interpretatieproblemen en kan beter. Voor een beperkt aantal EU landen, zoals nu het geval is, is dit nog te managen, maar wordt wel erg moeilijk als alle EU landen zijn betrokken.

Does the current system of mutual recognition of boatmasters certificates adequately address the labour	No, labour mobility barriers for boatmasters from the Non-Rhine EU Member States to operate on the Rhine are not adequately addressed through this system

mobility barriers for boatmasters from the Non-Rhine EU Member States on the Rhine? -single choice reply-(compulsory)	
Please elaborate your previous answer -open reply-(optional)	
Dit systeem is nog niet van toepassing voor door opleiding verkregen beroepskwalificaties. Het is moeilijk daarvoor een goede modus te vinden.	
The current system of mutual recognition of Service Record Books include recognition of sailing time in Service Record Books. Is this adequately addressing the problem of recognition of professional experience? -single choice reply-(compulsory)	No, recognition of sailing time in Service Record Books does not adequately address the problem of recognition of professional experience
Please elaborate your previous answer -open reply-(optional)	
Vaartijd als voorwaarde voor professionaliteit is niet juist, omdat er geen garantie is welke ervaring er daardoor wordt opgedaan. Er worden aan de vaartijd geen kwaliteitseisen gesteld. De professionaliteit zou door middel van praktijkexamens moeten woren aangetoond.	

Electronic Service Record Books

Can electronic Service Record Books help ease the problems with barriers to labour mobility of workers in inland navigation? -single choice reply-(compulsory)	Yes, problems with barriers to labour mobility of workers in inland navigation can be partially addressed by e-SRB.
Please elaborate your previous answer -open reply-(optional)	
Proof of physical and mental fitness -single choice reply-(compulsory)	Tend to agree
Proof of sailing time -single choice reply-(compulsory)	Tend to agree
Proof of qualifications -single choice reply-(compulsory)	Tend to agree
Proof of experience on specific type vessel -single choice reply-(compulsory)	Tend to agree
Reduce delays and burden of control operations -single choice reply-(compulsory)	Tend to agree
Please elaborate your previous answers -open reply-(optional)	
5.5.3.5. Is afhankelijk van het ontwerp en de inrichting van het elektronische systeem voor de elektronische dienstboekjes.	
Would the introduction of electronic Service Record Books (e-SRB) be beneficial for inland navigation? -single choice reply-(compulsory)	Yes, introduction of electronic Service Record Books (e-SRB) would be beneficial for inland navigation
Please elaborate your previous answer -open reply-(optional)	
Should the introduction of electronic Service Record Books (e-SRB) be accompanied by introduction of electronic logbooks for instance to verify entries made in the e-SRB with regard to sailing time? -single choice reply-(compulsory)	Yes, introduction of electronic Service Record Books (e-SRB) should be accompanied by introduction of electronic logbooks

Please elaborate your previous answer -open reply-(optional)
Wanneer een elektronisch dienstboekje wordt ingevoerd, zou dat samen moeten gaan met de introductie van een elektronisch vaartijdenboek. Beiden zouden in een Centraal EU register kunnen worden opgenoemen, waardoor onderlinge vergelijking ervan mogelijk wordt. Beide documenten zouden daar digitaal moeten kunnen worden bijgewerkt. Het is technisch mogelijk dat door het digitaal invullen van het vaartijdenboek, de elektronische dienstboekjes van de aan boord aanwezige bemanningsleden automatisch worden ingevuld, zonder dat dus de schipper dit hoeft te doen. Door vaartijd verkregen functies zouden zo automatisch kunnen worden gegenereerd, hetgeen voor schipper, bemanning, en bevoegde autoriteiten veel minder tijd kost dan nu. Zelfs het jaarlijks valideren van de vaartijd zou hiermee kunnen komen te vervallen. Bovendien wordt zo verzekerd dat ieder bemanningslid maar over één dienstboekje kan beschikken, waardoor fraude met vaartijdenregistratie moeilijker wordt.

Local Knowledge Requirements (LKR)

Should Local Knowledge Requirements be limited to: -multiple choices reply-(optional)	
Are the LKRs which are currently in force in Member States justified in view of the criteria referred to in question V.14 (hydro morphological characteristics, absence of marking systems, local traffic regulations)? -single choice reply-(compulsory)	Yes, the currently enforced LKRs are partially justified in view of the criteria mentioned
Please elaborate your previous answer -open reply-(optional)	
5.6.1. Deze vraag is nog prematuur. Er moeten later afspraken over worden gemaakt. Als er al iets zou moeten worden ingevuld, is dat: "Specifieke hydromorfologische eigenschappen van de riviersector die navigeren zeer moeilijk maken."	
Would it be possible that the information provided by River Information Services replaces in certain cases the need for local knowledge requirements? For example, extensive use of RIS tools (electronic charts). -single choice reply-(compulsory)	Yes, River Information Services could sometimes replace the need for local knowledge requirements
Please elaborate your previous answer -open reply-(optional)	
5.6.7. Heldere afspraken maken over PKV's zou de arbeidsmobiliteit wel iets kunnen verbeteren, omdat er dan naar alle waarschijnlijkheid voor minder locaties PKV's nodig zijn.	
If Local Knowledge Requirements would be modified, would this result in improved labour mobility? -single choice reply-(compulsory)	I don’t know

The use of simulators

Can the use of simulators in inland navigation training and education increase safety in the sector? -single choice reply-(compulsory)	Yes, use of simulators can increase safety
Please elaborate your previous answer -open reply-(optional)	
Do you think that use of simulators in the training programmes or in exams could lead to a reduction of training or experience requirements for LKRs? -single choice reply-(compulsory)	Yes, using simulators could lead to a reduction of training for LKRs
Please elaborate your previous answer -open reply-(optional)	

Language problems - River Speak

Do you think that introduction of River Speak or other language-neutral means of communication in the training programmes and as a part of professional qualification could help addressing the problem of mobility of IWT workers? -single choice reply-(compulsory)	I don't know

Please elaborate your previous answer -open reply-(optional)

Dit is niet zozeer een mobiliteits- maar een veiligheids item.

Do you think that introduction of River Speak or other language-neutral means of communication in the training programmes and as a part of professional qualification could help improving the safety level in inland navigation? -single choice reply-(compulsory)	Yes, River Speak or other language-neutral means of communication could help improving the safety level in inland navigation

Please elaborate your previous answer -open reply-(optional)

Assessment of impacts of policy options

Impacts on development of the inland navigation sector

Business as usual – existing situation without additional measures -single choice reply-(compulsory)	Fairly negative
Extended mutual recognition process -single choice reply-(compulsory)	Neutral
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	Very positive
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	Very positive
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	Very positive
Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	Fairly positive
Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice reply-(compulsory)	Very positive
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	Very positive

Impacts on employment and job creation in inland navigation

Business as usual – existing situation without additional	Fairly negative

measures -single choice reply-(compulsory)	
Extended mutual recognition process -single choice reply-(compulsory)	Neutral
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	Neutral
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	Neutral
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	Neutral
Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	Neutral
Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice reply-(compulsory)	Neutral
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	Neutral

Impacts of improved mobility within the inland navigation labour market

Business as usual – existing situation without additional measures -single choice reply-(compulsory)	Fairly negative
Extended mutual recognition process -single choice reply-(compulsory)	Fairly positive
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	Very positive
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	Very positive
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	Very positive
Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	Neutral
Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice reply-(compulsory)	Very positive
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	Fairly positive

Impacts on improved job quality

Business as usual – existing situation without additional measures -single choice reply-(compulsory)	Fairly negative
Extended mutual recognition process -single choice reply-(compulsory)	Fairly positive
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	Very positive
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	Very positive
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	Very positive
Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	Fairly positive
Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice reply-(compulsory)	Very positive
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	Fairly positive

Impacts on fair competition

Business as usual – existing situation without additional measures -single choice reply-(compulsory)	Fairly negative
Extended mutual recognition process -single choice reply-(compulsory)	Fairly positive
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	Very positive
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	Very positive
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	Very positive
Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	Fairly positive
Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice	Very positive

reply-(compulsory)	
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	Neutral

Impacts on small and medium-sized enterprises (SME)

Business as usual – existing situation without additional measures -single choice reply-(compulsory)	No opinion / Don't know
Extended mutual recognition process -single choice reply-(compulsory)	No opinion / Don't know
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	No opinion / Don't know
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	No opinion / Don't know
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	No opinion / Don't know
Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	No opinion / Don't know
Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice reply-(compulsory)	No opinion / Don't know
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	No opinion / Don't know

Impacts on administrative burden

Business as usual – existing situation without additional measures -single choice reply-(compulsory)	Neutral
Extended mutual recognition process -single choice reply-(compulsory)	Fairly negative
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	Fairly positive
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	Fairly positive
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	Fairly positive
Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	Very positive

Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice reply-(compulsory)	Very positive
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	No opinion / Don't know

Impacts on safety

Business as usual – existing situation without additional measures -single choice reply-(compulsory)	Neutral
Extended mutual recognition process -single choice reply-(compulsory)	Fairly positive
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	Fairly positive
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	Fairly positive
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	Very positive
Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	Fairly positive
Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice reply-(compulsory)	Very positive
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	No opinion / Don't know

Impacts on environment – reduced fuel use

Business as usual – existing situation without additional measures -single choice reply-(compulsory)	No opinion / Don't know
Extended mutual recognition process -single choice reply-(compulsory)	No opinion / Don't know
Harmonised definitions of professional qualifications and mandatory harmonised requirements for qualifications -single choice reply-(compulsory)	No opinion / Don't know
Harmonised training requirements for professional qualifications in inland navigation -single choice reply-(compulsory)	Very positive
Harmonised mandatory criteria and competency/examination requirements for LKRs/maritime waters -single choice reply-(compulsory)	No opinion / Don't know

Harmonised contents and format of mandatory eSRBs and a central register for eSRBs -single choice reply-(compulsory)	No opinion / Don't know
Introduction of a common method for lowering the barriers for maritime sailing time/experience to qualify as inland navigation sailing time/experience -single choice reply-(compulsory)	No opinion / Don't know
Support voluntary initiatives carried out by the inland navigation sector -single choice reply-(compulsory)	No opinion / Don't know

Other impacts

Do you think there are other relevant impacts that have not been taken into account by this survey? -single choice reply-(compulsory)	No

Data, sources and additional issues

In your view, what kind of data is important for the assessment of the impacts of the proposed measures? If known, please state relevant data sources. -open reply-(optional)

Please list references to any studies or documents of relevance to this consultation with links for download where possible. Especially any information on quantified impacts is highly relevant. -open reply-(optional)

Are there any additional issues you wish to raise in this context? -open reply-(optional)